

AMENDMENTS TO THE CLAIMS

1. (Currently amended) A valve timing adjusting device comprising:
a first rotor that integrally fixes a housing having the bearing of a camshaft, a case internally having a plurality of shoes projecting therefrom and having hydraulic chambers formed between the shoes, and a cover covering the hydraulic chambers, and that rotates integrally with a crank shaft;
a second rotor that has a plurality of vanes each dividing the hydraulic chamber into an advanced-angle hydraulic chamber and a retarded-angle hydraulic chamber, can rotate through a predetermined angle within the first rotor, and is integrally fixed with an intake or exhaust camshaft;
energizing means for adjusting the relative position between the first rotor and the second rotor;
a groove provided on the opposite side of the shoe ~~to-on~~ the housing side to accommodate one-end side of the energizing means; and
a hole ~~or-a-groove~~-provided in the vane of the second rotor to accommodate the other-end side of the energizing means.
2. (Original) A valve timing adjusting device according to Claim 1, wherein the groove accommodating the energizing means is molded by a mold.
3. (Currently Amended) A valve timing adjusting device according to Claim 1, wherein ~~the position at which~~ the energizing means becomes straight ~~is positioned~~ in the vicinity of the position at which the length of the energizing means becomes the maximum.
4. (Original) A valve timing adjusting device according to Claim 1, wherein a clearance is created between the shoe and the vane when the energizing means is maximally compressed.

5. (Original) A valve timing adjusting device according to Claim 1, wherein a plurality of the energizing means are equally loaded and are disposed at a substantial equiangular space between the shoe and the vane.